



US Department
of Transportation
**Federal Aviation
Administration**

Advisory Circular

Subject: Civil Air Patrol and State
and Regional Disaster Airlift
Relationships.

Date: March 18, 1987 AC No: 00-32 A
Initiated by: APR-130 Change:

1. **PURPOSE.** This circular is issued to advise all interested persons and State officials responsible for emergency planning activities of an updated Memorandum of Understanding (MOU) between the Civil Air Patrol (CAP) and the Federal Aviation Administration (FAA) relative to CAP/State and Regional Disaster Airlift (SARDA) relationships. It transmits a copy of the revised memorandum (Appendix 1) and provides additional guidance that may be useful to improve the use of non-air carrier aircraft in time of emergency.

2. **CANCELLATION.** This circular replaces AC No. 00-32, Civil Air Patrol and State and Regional Defense Airlift Relationships, dated July 2, 1970.

3. **BACKGROUND.** The CAP is an existing organization of trained volunteers capable of conducting emergency operations. It has performed numerous services to minimize the effects of natural disasters and has conducted thousands of search and rescue missions to aid persons in distress. SARDA plans have been developed to mobilize non-air carrier resources in time of emergency. These plans are incorporated in each State's "Emergency Resource Management Plans." They are developed in accordance with guidance provided by the FAA. Unlike the CAP, SARDA is not an existing organization. It is a published plan to be used by the individual States to activate and organize all non-air carrier resources in time of emergency. The object of this circular is to help incorporate the principles recommended in the FAA/CAP MOU into State SARDA plans to improve the CAP and SARDA responses to local and State requests for emergency airlift.

4. INCORPORATING THE CIVIL AIR PATROL INTO STATE AND REGIONAL DISASTER AIRLIFT PLANS.

a. States will provide airlift services, during time of emergency, to support essential State functions in accordance with published SARDA plans. When activated, these plans will mobilize all aircraft and supporting resources within the State that are not assigned to Federal operations (Civil Reserve Air Fleet and War Air Service Program). Included as aviation resources upon activation of SARDA are the aircraft, airmen, and supporting equipment associated with the CAP.

b. To assure the most efficient use of all non-air carrier resources during emergencies, the CAP organization should be included as an integral part of the SARDA organization. However, the CAP should retain its identity as an organizational unit from the State level down through the local level. Additionally, overall direction and support of CAP activities, through the Wing Commander, by the State SARDA Director is essential, if all State aviation resources are to be used as a coordinated whole. Therefore, whenever possible, the CAP Wing Commander and his Headquarters organization should become a staff element reporting to the State SARDA Director. The Wing Commander, however, should retain overall supervision over CAP subordinate units. This arrangement will provide the SARDA Director with CAP staff experience without disrupting the CAP organization.

c. Also, to fully utilize non-air carrier aviation, close relationships should be established between the local airport SARDA manager and a collocated CAP unit. Although the CAP should retain organizational identity, with the Wing Commander having line authority over subordinate units, some adjustment of this concept may be desirable for the local SARDA manager to maintain flexibility. A provision in local plans for the SARDA manager to exercise operational control over the aircraft of collocated CAP units during a national emergency would give the necessary flexibility. Operational control should be limited to the assignment of tasks and missions whenever the unit is not responding to a mission assignment from the CAP Wing or United States Air Force (USAF).

d. Variations to the suggested handling of SARDA/CAP organizational relationships may be necessary to accommodate local or State requirements, or to be compatible with other agreements and plans having an influence on the CAP or SARDA. In any event, an effort should be made, where needed, to clarify this relationship so that personnel of both organizations can operate efficiently.

e. There may be circumstances where it is necessary to incorporate some of these additional or expanded CAP/SARDA relationship in State airlift plans, but it is impractical to rewrite existing documents. In these circumstances, an agreement between the State and SARDA official responsible for emergency planning covering the expanded relationships, should suffice.

5. CIVIL AIR PATROL COMMITMENT TO USAF. The CAP presents a unique opportunity for the USAF to assign specific missions and tasks to a segment of non-air carrier aviation in support of defense needs. In so doing, the USAF should be assured of a priority response on those missions it considers vital to the defense of the Nation. Whenever possible, USAF plans or the identification of the units involved should be made available to State officials so they may be considered when SARDA is activated. In cases where this is not feasible, State plans should contemplate USAF requests for CAP assistance in support of defense needs. Accordingly, upon receipt of such requests, State officials should provide all possible

assistance and give these missions the necessary priority. State support of CAP units conducting missions for the USAF will be essential. The units involved remain a civil resource even though the CAP is an auxiliary of the USAF, but their tasks may be military in nature. Their aircraft will require civil fuel, operate from civil airports, and will need maintenance from civil repair agencies. Accordingly, resource managers should plan to allocate State resources for all CAP operations, both civil and military, from the same sources that will sustain SARDA.

6 **SPECIALIZED TRAINING CONDUCTED BY CAP.** The States have available the technical and managerial skills necessary for a vibrant civil aviation environment, and plans are well developed to marshal these skills into an organization to be used during emergencies. However, additional special skills will be needed to conduct emergency operations successfully. These additional skills must be acquired in the specialties of mission coordinators, clearance officers, ground operation officers, and communication officers, for example, if the SARDA is to be successful. These special skills are available to the States in CAP units, but not in sufficient numbers to accommodate an expanded emergency airlift, or without the possibility of jeopardizing the effectiveness of the CAP. Although some cross utilization of the CAP skills with SARDA may be practical in some instances, many voids will still remain. To overcome this deficiency, the FAA recommends that SARDA officials arrange for the training of key SARDA personnel by the CAP.



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US Department
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**Federal Aviation
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AC 00-32A
Appendix 1

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**MEMORANDUM OF UNDERSTANDING
BETWEEN
FEDERAL AVIATION ADMINISTRATION, DEPARTMENT OF TRANSPORTATION
AND CIVIL AIR PATROL**

WHEREAS, the Administrator of the Federal Aviation Administration has heretofore prepared national emergency plans and has developed preparedness programs, and sponsors aerospace-aviation programs to educate the public;

WHEREAS, the Civil Air Patrol, as the volunteer civilian auxiliary of the United States Air Force, is an aviation organization trained and equipped to assist in national and local emergencies, and is committed to sponsoring aerospace-aviation program to educate the public;

NOW, THEREFORE:

1. To enhance the maximum effective use of non-air carrier aircraft during time of national emergency, the Administrator of the Federal Aviation Administration and the National Commander of the Civil Air Patrol, have mutually determined to recommend to State level CAP/State and Regional Disaster Airlift (SARDA) officials that they include the following CAP/SARDA relationship and concepts in their planning whenever necessary:

a. Incorporating Civil Air Patrol into State and Regional Disaster Airlift Organizations. Existing plans for use of Civil Air Patrol during a national emergency should be revised, if necessary, to include the Civil Air Patrol Wing as a state level organization unit of SARDA. In so doing, the Civil Air Patrol Wing should retain its organizational identity receiving overall direction from the State SARDA Director.

b. Civil Air Patrol Commitment to USAF. State SARDA officials and emergency resource planners should take cognizance of priority USAF mission assignments to selected CAP units in support of USAF war plans. Such missions will be in the national interest and state officials should provide all necessary assistance including additional state resources when available.

c. Specialized Trainings Conducted by CAP. CAP units are encouraged to train non-CAP personnel to perform SARDA emergency service tasks such as: mission coordinators, clearance officers, ground operations officers, and communications officers. The names of individuals who successfully complete emergency service training should be forwarded to the designated SARDA Director.

d. Specialized Training Provided by FAA. FAA will provide CAP members the specialized training necessary to conduct FAA data collection and field surveys. FAA will reimburse individual CAP members for expenses incurred during training commensurate with rates authorized by applicable travel regulations.

e. Coordination of CAP/SARDA Activities. State SARDA and CAP officials are encouraged to enter into formal arrangements to enhance the effective use of state aviation resources in time of national emergency. Such arrangements may include assignments of the CAP Wing and subordinate CAP organizations to: (a) serve as a primary emergency operational staff for the State Director of Aviation and other SARDA officials at control airports; (b) provide emergency service training for non-CAP personnel; and (c) provide specific emergency services, including those in support of USAF war plans. Arrangements or agreements between civil defense agencies and the Civil Air Patrol will also provide the means for rapid response to Civil Defense needs.

f. CAP Communications Support. Through an extensive complex of fixed base and mobile communications units possessing air-to-ground and ground-to-ground capability over UHF, VHF, and HF radio frequencies, the CAP will provide essential, supplementary communications support to civil and military authorities requiring augmentation during SARDA, Continental United States Airborne Reconnaissance Air Damage Assessment (CARDA), and state and regional emergency operations.

2. Aerospace-Aviation Education.

a. FAA and CAP are jointly committed to the sponsorship of aerospace-aviation educational program designed to increase public awareness of the professional, social, and economic advantages to be derived from careers in aviation and space exploration. Various forms of instructional materials are made available for use at all educational levels of the national school system including elementary, secondary, and university degree program curricula. Seminars, symposia, briefings, and field trips are made available for teachers, students, and the public for topical update of aviation and space related information and materials.


b. FAA and CAP will maintain direct and continuing communication and liaison for purposes of developing a mutually effective strategy to infuse aviation and space content into elementary and secondary curricula, and to demonstrate how aerospace-aviation can be a valuable educational tool to prepare American youth to deal with rapidly changing advancements associated with aviation and space technology and sciences.

c. The FAA and CAP will maintain a leadership role in aerospace-aviation education, and will coordinate with, and support the educational community and aerospace industry. Consistent with legislative mandates of the Congress, aviation and space information, expertise, and material will be provided to the maximum extent permissible.

3. The National Congress on Aviation and Space Education (NCASE), Sponsored by the National Aeronautics and Space Administration, National Air and Space Museum, FAA, and CAP, the NCASE is designed to promote an understanding of aviation and space; to further the cause of aerospace and aviation education; and to motivate its participants to inform the public of the impact of the aerospace industry on all segments of society. This unique annual leadership event brings together teachers, counselors, school administrators, and representatives of industry and government in the furtherance of aviation and space education. The FAA and CAP dedicate their continued support and sponsorship to this worthwhile endeavor.

APPROVED:

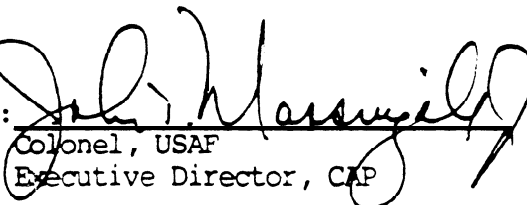
Civil Air Patrol

By: 
Brigadier General, CAP
National Commander

Federal Aviation Administration,
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By: 
Administrator

Date: 14 November 1985

By: 
Colonel, USAF
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Date: 14 NOVEMBER 1985